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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

25X1A

INTELLOFAX 14
COUNTRY

USSR (Belorussian SSR)

DATE DISTR.

20 Aug. 1951

SUBJECT

Bobruisk Airfield

NO. OF PAGES

2

PLACE
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SUPPLEMENT TO
REPORT NO.

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1. The Bobruisk (29°13' E/53°8' N) airfield, White-Russian SSR, was about 2 x 3½ kilometers, including the section covered with buildings. There were a railroad spur track, two runways, hangars, barracks buildings and a large fuel dump.
2. An old, partially demolished, wooden runway, from 1,200 to 1,500 meters long and at least 50 meters wide, had been repaired in 1944 in the following way: 50-centimeter logs were set up, interconnected by wires, fastened with sand and mortar, the joints filled with tar. A second runway of a similar structure was completed in 1947. Concrete runways were near the hangars and the fuel dump.
3. The hangars were new. A radio station, workshops barracks buildings, and administration buildings were available at the field.
4. The existing eight fuel containers were increased by 8 further containers in 1947. The containers, each 10 meters long and 3.8 meters in diameter, were placed in a concrete bed, 1½ meters below the surface, the ceiling and walls of which were of 25-centimeter reinforced concrete. The stand pipes extended about 30 to 40 centimeters above the surface. The fuel arrived by railroad tank cars.
5. The field had obstacle lights and a revolving searchlight.
6. In April 1947 the field was occupied by:
 - a. About 1,500 cadre personnel and 1,500 training personnel who were trained in individual and group parachuting.
 - b. About 200 planes, 75 percent aircraft of German make (fighters, Ju-52s and Ju-88s).

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Comment:

a. The report, covering the period of 1947, is transmitted because of the clear data on improvement work at the field. This accounts for the repeated statements of a more recent date that four-engine planes are stationed at the field.

b. The information on the percentage of former German planes seems overrated. The presence of Junkers type aircraft may, however, be explained by the fact that a large front repair shop was located there during the war, the almost undamaged equipment of which was captured by the Soviets.

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